

Skip Shifting Is Brutal on Synchronizers

Gear ratios in 6-speed manual trannies are spaced close together so you can keep the engine speed in its optimum range for max power and acceleration. Shifting to the next higher or lower gear in a close-ratio tranny causes small changes in engine speed.

Shifting a close-ratio tranny through its gears by the numbers puts a very small load on the synchronizers since they only have to make small changes to the speed of the mainshaft and the clutch disc.

Some drivers, though, like to skip shift so they don't have to work the clutch pedal and shift lever as much. They like to accelerate in 1st gear, then pop it into 3rd gear, then into 5th or 6th. Skip shifting, though, is really brutal on synchronizers; it puts a higher demand on them than they were designed to take. Skip shifting can cause premature synchronizer wear that can cause the gears to grind when you shift up or down.

If you've got a vehicle in your shop for repeated damage to the synchronizers, go for a test-drive with your service customer to see if he or she is guilty of skip shifting. If that's the case, remind him or her skip shifting can be an expensive habit to break. Any repairs due to skip shifting may be reviewed and debited by your DPSM.

S/M Fix: SRS DTC 81-64 Troubleshooting

NOTE: This article applies to '03-05 Accords, '05-06 CR-Vs, '03-06 Odysseys, and '05 Pilots.

You need to tweak the troubleshooting procedure for SRS DTC 81-64 (internal failure of the front passenger's weight sensor).

As it's currently written, if you answer **YES** to the step 2 query *Does the SRS indicator stay on, and is DTC 81-4x...indicated?* you're told to replace the front passenger's seat weight sensor unit. If the DTC comes back, you're told to replace the SRS unit.

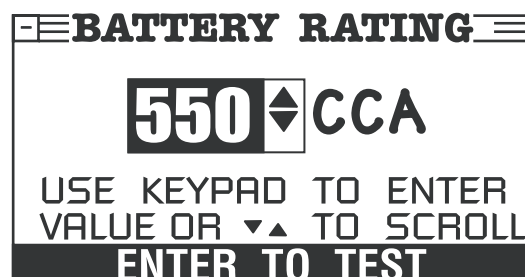
Instead of replacing the seat weight sensor unit, you need to calibrate it first. If the DTC comes back after doing that, *then* replace the seat weight sensor unit. If you're still reading this DTC after replacing the seat weight sensor unit, then replace the SRS unit.

Mark up your copies of the appropriate S/Ms to reflect this change in the troubleshooting procedure.

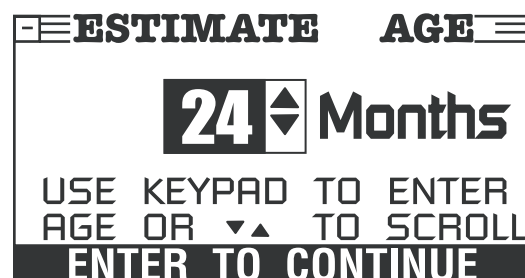
Select Right Battery Rating and Age During Test Setup

Testing a battery with the Midtronics ED-18 battery tester? It's really important you select the right battery rating and age for it during your setup. If you don't, you'll get inaccurate test results and the warranty claim could wind up bouncing.

The ED-18 defaults to **550 cold cranking amps (CCA)** every time you turn on the unit. Make sure you check the actual CCA that's listed on the battery sticker, and select it on the tester. You can usually find this sticker on top of the battery, but, depending on the vehicle you're working on, that location could vary. Also keep in mind, if the vehicle has a replacement battery, the CCA might not be the same as for the original battery. Make it a point to check what's on the actual battery before you test it; don't just rely on past knowledge or experience.



The ED-18 also defaults to **24 months** when you turn on the unit. So make sure you enter the right age for the battery you're testing to avoid warranty claim headaches later.



Seven New DTCs Replace DTCs P1456 and P1457

NOTE: This article applies to '03–06 Accords, '04–06 Civics, '04–06 CR-Vs, '03–06 Elements, '05–06 Odysseys, '05–06 Pilots, '06 Ridgelines, and '04–06 S2000s.

We've given the boot to those ever-popular DTCs P1456 [EVAP system leakage (fuel tank system)] and P1457 [EVAP system leakage (EVAP canister system)]; they're no longer used on "newer" models. We've replaced them with these seven new DTCs:

- DTC P0442 (EVAP system small leak detected)
- DTC P0455 (EVAP system large leak detected)
- DTC P0456 (EVAP system very small leak detected)
- DTC P0457 (EVAP system leak detected/fuel cap loose or missing)
- DTC P0496 (EVAP system high purge flow)
- DTC P0497 (EVAP system low purge flow)
- DTC P2422 (EVAP canister vent shut valve stuck closed malfunction)

Keep in mind, not every DTC listed here applies to all models and model years. But if you really must know, or you're just plain curious, use this handy chart to see which ones apply and which ones don't: Revised 6/21/06

	DTC P0442	DTC P0455	DTC P0456	DTC P0457	DTC P0496	DTC P0497	DTC P2422
Accord	'03–04	'05–06	'03–06	'03–06	'03–06	'03–06	'03–06
Civic	N/A	'06	'06	'06	'06	'04–06	'06
Civic Hybrid PZEV	'03–05	'06	'03–06	'03–06	'03–06	'03–06	'03–06
Civic Hybrid SULEV	N/A	N/A	N/A	N/A	N/A	N/A	'05–06
CR-V	'05–06	N/A	'05–06	'05–06	'05–06	'04–06	'05–06
Element	'03–06	N/A	'03–06	'03–06	'03–06	'03–06	'03–06
Insight	'06	N/A	'06	'06	'06	'06	'06
Odyssey	N/A	'05–06	'05–06	'05–06	'05–06	'05–06	'05–06
Pilot	N/A	'05–06	'05–06	'05–06	'05–06	'05–06	'05–06
Ridgeline	N/A	'06	'06	'06	'06	'06	'06
S2000	N/A	'06	'06	'06	'06	'04–06	'06

So just *why* did we do this? There are several reasons, but our main one was to make your job easier when it comes to EVAP system troubleshooting. In days past, we had only two DTCs, each with lots of subparts. If you're a seasoned EVAP system troubleshooter, you're well aware just what a pain it can be to do troubleshooting and diagnosis. With these new DTCs, troubleshooting and diagnosis are a lot easier since you just need to find out which subpart is causing the DTC instead of having to root around the entire EVAP system. Pretty cool, huh?

In addition to these new DTCs, we've also tweaked the warranty claim form to include three fields just for DTCs. It's really important you write down on your RO every DTC you pulled from the ECM/PCM so they can be entered correctly on the warranty claim. Warranty claims submitted with the wrong DTCs will be subject to review and debit.

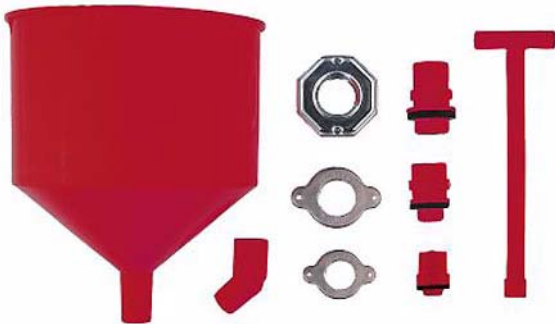
With your help—which is critical since you're reading the DTC(s) and writing them on the RO—we'll be able to capture them in a database so we can run a complete and accurate analysis and take effective countermeasures to prevent further occurrences.

Gurgling From Heater Core Accelerating Thru 1,400 rpm

Trapped air in the heater core of a '01–05 Civic can cause an occasional gurgling that's loudest when lightly accelerating through **1,400 rpm** with the temperature control dial cranked all the way to maximum heat.

Bleeding the cooling system might cut down on the noise but, in some vehicles, the heater core may still gurgle even after extensive bleeding. Here's a way to bleed the system and get good results:

1. Make sure the temperature control dial is set to maximum heat (it's turned fully clockwise).
2. Remove the radiator cap, and attach a Matco Tools Spill-Free Funnel (P/N SFF2) to the radiator filler neck. If your shop doesn't have one of these nifty tools, you can insert a clean outer CV joint boot into the filler neck opening instead.



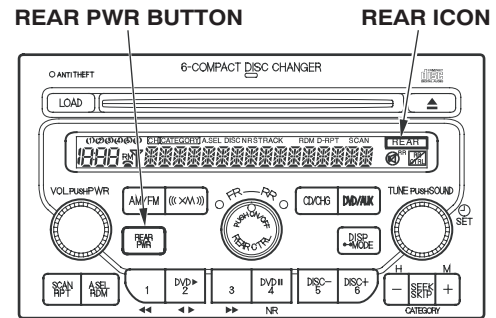
3. Start the engine, and let it idle until it reaches normal operating temperature.
4. Fill the funnel with engine coolant. The funnel raises the engine coolant level, increasing the pressure on the air bubble.
5. Lift up the right front corner of the vehicle. Increase the engine speed, and "burp" the heater core by massaging the hoses.
6. Turn off the engine.
7. Remove the funnel, and reinstall the radiator cap.

RES Display Is Dark, No Sound From Headphones

NOTE: This article applies to RES-equipped '05–06 Odysseys and '05–06 Pilots.

Got a vehicle in your shop because the RES display screen is dark and there's sound coming from the speakers but not the headphones? It might not be a problem, but just a normal characteristic of RES operation.

You have this situation if you load a DVD and then turn off the RES with the **REAR PWR** button in order to listen to a CD, the radio, or XM radio. With the RES powered off, the display screen goes dark, and the sound from the front audio system gets piped through the rear speakers. Nothing comes through the headphones.



Pilot EX-L shown

Ejecting and reloading the DVD automatically turns on the rear power. With rear power on, the display screen and headphones work normally. You'll also see the **REAR** icon on the front of the audio unit.

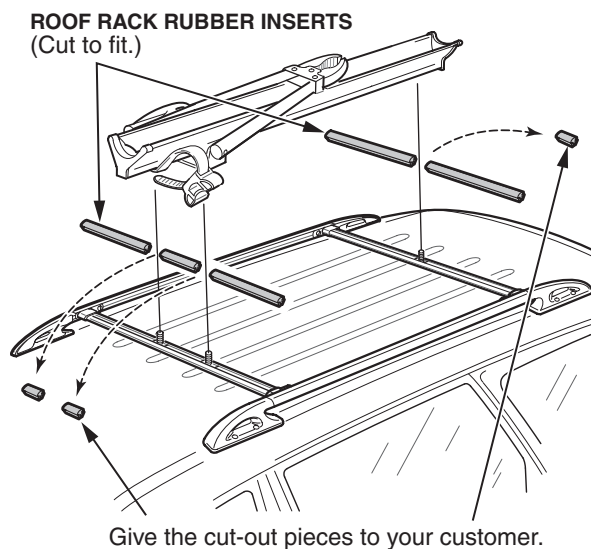
Press the **REAR PWR** button. If the display comes on, ask your service customer if he or she turned off the RES with the **REAR PWR** button before this problem happened. If the answer is yes, make him or her aware of this RES characteristic. If the answer is no, try ejecting and reloading the DVD and see if the display screen and headphones work OK. If there's still a problem, though, it's time to start troubleshooting.

Wind Noise From the Roof Rack

NOTE: This article applies to '02-04 CR-Vs, '03-04 Elements, '99-04 Odysseys, and '03-04 Pilots.

If you're installing an accessory bike rack or ski rack, you've got to remove the rubber inserts (strips) in the roof rack crossbars in order to install the rack mountings. But without those inserts, the open spaces left in the crossbars can make a rather nasty noise while driving. (It's like blowing across the opening of a bottle or a flute.)

To keep the roof rack quiet—and your service customer happy—cut the rubber inserts you removed into appropriate length pieces to fill in those open spaces. Give the pieces that would go under the rack mountings to your customer just in case he or she decides to remove the mountings later.



If you need more rubber inserts, use this ordering info:

Front Rubber Strip: P/N 75255-S3V-A01
H/C 6866123

Rear Rubber Strip: P/N 75265-S3V-A00
H/C 6412530

New Ordering System for Audio, Navi, and RES Units

News flash! Starting January 16, 2006, American Honda is launching a new system for ordering reman audio units (radios), navigation units, and RES units for warranty repairs.

So why this new system? There are two reasons, really. One is to cut down on the number of unnecessary repairs by encouraging usage of ISIS. Not all audio system, navigation system, or RES problems wind up needing component replacement. Checking ISIS for appropriate S/Ms, S/Bs, or *ServiceNews* articles, could provide a solution to the problem that doesn't involve component replacement. The second reason is to help us determine the root cause of a problem without the need to bench test or install the component in a vehicle. The info you provide on the order form gives us important data to do that task.

You'll find complete details on this new ordering system in S/B 06-001, *Audio, Navigation, and RES Unit In-Warranty Exchange, and Audio and DVD Player Out-of-Warranty Repair*. Make sure you print out a copy of this S/B and get familiar with it. (But don't save it forever, this S/B is revised periodically.) After January 13, 2006, you *won't* be able to order audio units through Tech Line.

If you need to cancel an order, call the Remanufactured Parts Dealer Service Group at **888-997-7278**, and select option 1. Make sure you've got a copy of your order when you call.

Tech Line Now Open on Saturdays

Good news! Starting January 7, 2006, Tech Line will be open on **Saturdays** from **5:30 a.m. to 2:00 p.m. PST**. To view Tech Line's current operating hours, just click **Tech Line Hours of Operation** on the **Tech Line** screen. We'll no longer be posting their operating hours or holiday hours on the *iN*.



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